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object of his search. One may read a book like Mr. Black's without being aware of the fact that scores of valuable articles that would illuminate his special sub-topics lie buried in the periodical legal literature. It is only by a use of this literature as well as of the literature of comparative jurisprudence and of the opinions and speculations of publicists, economists and theorists that any real advance in the science of the law can be made. Judge Story is quoted by Judge Keener as having said "tell me not of the last-cited case having overruled any great principle,—not at all. Give me the *principle*, even if you find it laid down in the institutes of Hindu law." There is no doubt that eventually legal writers will learn to use this great and growing periodical literature and will no longer confine themselves merely to reproducing the opinions of our courts.

*David Werner Amram.*

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BETTER CITY PLANNING FOR BRIDGEPORT. By John Nolen and Frank B. Williams. Pp. xx, 159. Bridgeport, Conn.: City Planning Commission, 1916.

Laborers sent to the city's almshouse because they could not at the prevailing rate of wages for unskilled labor (\$12 a week) afford to rent a home, a situation declared not to be unique, is the compelling reason Mr. Nolen gives to the citizens of Bridgeport, Connecticut, for real planning by and for the city of the future. The city at present with a population of 150,000 (an increase of fifty per cent. in twenty war months) expects soon to have a population of 250,000. The main survey, "Better City Planning for Bridgeport" (1916), should be read in connection with the preliminary report made in January of 1915.

The report is interesting in content and both aptly and amply illustrated. Mr. Nolen in planning his main thoroughfares, works them out along the lines of the following principles: (1) That all main lines must be planned by some central city authority; (2) that arterial streets and roads must be adequate not only for present, but also for future needs of inter-communication; (3) that efficiency now requires separate lines and tracks for the three vehicles of three distinct speeds; (4) that minor roads should be gathered up into secondary streets and brought into main thoroughfares only at fairly long intervals, in order to decrease danger and delay; (5) that at these junctions ample space for traffic should be provided; (6) that these main thoroughfares should include a view not only of industrial and residential districts, but also of areas for recreation; (7) that a system of varying street widths is more efficient and more economical and more stable; (8) that in new suburban areas adequate widths on the main roads should be provided. In other words, the city planning of the present day plans not so much for beauty, though not neglectful of beauty, as for utility. Zones are provided for business and industrial districts, for parks and open spaces, for first and for second residential districts and for tenement districts. All are properly located with a view to traffic, access to industrial plants, prevailing wants, transportation facilities and needs, *etc.* The legal means to be adopted for carrying out the plans are also included as are the plans for financing the

necessary changes. The happy departure is that the Planning Commission, which employed Mr. Nolen, puts in the footnotes their agreement or disagreement with his main recommendations, thus in effect making Mr. Nolen's personal report in a true sense the report of the Commission.

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ABRAHAM LINCOLN, THE LAWYER-STATESMAN. By John T. Richard. Pp. vii, 260. New York: Houghton Mifflin Co., 1916.

To those who are accustomed to look upon the Great Emancipator as a great lawyer and a great statesman, this book, while interesting and instructive, performs no great service; to the many who have been led to doubt his ability as a lawyer and his high standing in the legal profession, this book will prove little short of a revelation. It is written with one purpose in view, to disprove the statements so often made that Abraham Lincoln was but a mediocre lawyer and to demonstrate that on the contrary he was possessed of all the mental and moral attributes that go to make a distinguished lawyer and that he met with that success in practice which is only acquired by the foremost members of the bar. The author, himself a lawyer, held a brief when he wrote, and it is safe to say that he has proved his case beyond a doubt.

Logically, the book begins with Lincoln's legal training. Next follows a complete account of his actual practice in the courts of Illinois, both *nisi prius* and appellate, and in the Supreme Court of the United States, as far as such a record can be completed from the sources that are now available. Mr. Richards proves from the cases themselves and from the contemporary and subsequent tributes of others, that Mr. Lincoln possessed all the technical skill, the searching analysis, the frankness and the candor which, coupled with his unusual ability to state principles with the utmost clearness and simplicity, stamped him a real leader of the profession. This is supported by a demonstration of the logical and lawyer-like attitude which Lincoln, the president, took toward all constitutional questions that confronted him in that high office. There is also a chapter in which Mr. Richards defends and explains Lincoln's attitude toward the Dred Scott decision, which position has been called by some a criticism of the judiciary. The book ends with a tribute to the man as an orator.

Probably that which is of most practical value in the work is a complete list and digest of every case in which Lincoln appeared in the appellate court of Illinois and in the Supreme Court. Another important contribution is the information the author gives in regard to the precise time of Lincoln's admission to the bar. The entire work represents a great amount of research and investigation, and helps to throw new light upon the greatest figure in our American history.

L. B. S.